

## **AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

### **Listing Of Claims:**

1-13. (Canceled)

14. (New) A method for braking two wheels of a vehicle, comprising:

linking a first value of a first brake pressure in a first wheel-brake cylinder allocated to a first wheel of the two wheels with a second value of a second brake pressure in a second wheel-brake cylinder allocated to a second wheel of the two wheels, wherein the linking is given on the basis of hydraulic pressure differentials dropping at respective intake valves including a first intake valve and a second intake valve.

15. (New) The method as recited in Claim 14, further comprising:

determining a second pressure differential of the hydraulic pressure differentials dropping at the second intake valve from a first pressure differential of the hydraulic pressure differentials dropping at the first intake valve; and

determining, from the second pressure differential, a coil current for generating the second pressure differential.

16. (New) The method as recited in Claim 15, further comprising:

determining a coil current through the first intake valve; and  
from the coil current through the first intake valve, determining the first pressure differential.

17. (New) The method as recited in Claim 16, further comprising:

determining the first pressure differential from the coil current through the first intake valve by evaluating a characteristic curve.

18. (New) The method as recited in Claim 15, further comprising:

determining the coil current for generating the second pressure differential from a characteristic curve characterizing the second intake valve.

19. (New) The method as recited in Claim 18, wherein the characteristic curve is a curve characterizing a correlation between the second pressure differential and the coil current for generating the second pressure differential.
20. (New) The method as recited in Claim 14, wherein the linking indicates a maximum value for a difference between the first pressure differential and the second pressure differential.
21. (New) The method as recited in Claim 14, wherein the linking indicates a difference between the first pressure differential and the second pressure differential.
22. (New) The method as recited in Claim 21, wherein a difference between the first pressure differential and the second pressure differential is a function of at least one of an existing driving condition and the time.
23. (New) The method as recited in Claim 14, wherein the two wheels belong to the same axle.
24. (New) A device for braking two wheels of a vehicle, comprising:  
a first wheel brake cylinder allocated to a first wheel of the two wheels;  
a second wheel brake cylinder allocated to a second wheel of the two wheels;  
a first intake valve allocated to the first wheel brake cylinder;  
a second intake valve allocated to the second wheel brake cylinder; and  
a logic arrangement for linking a first hydraulic pressure differential dropping at the first intake valve and a second hydraulic pressure differential dropping at the second intake valve.
25. (New) The device as recited in Claim 24, wherein the logic arrangement is designed so that the first pressure differential and the second pressure differential are linked via a linkage of a first coil current through the first intake valve and a second coil current through the second intake valve.
26. (New) The device as recited in Claim 24, wherein the first intake valve and the second intake valve are differential-pressure regulating valves.